

Hongkong Daily Press.

JUBILEE
PILSENER BEER
IN BOTTLES.
PER CASE OF 4 DOZ. QTS. } \$13
" " " 6 " Pts. }
SOLE AGENTS:—
H. PRICE & CO.

[Illegible handwritten text]

INTIMATION.



A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.
Hongkong, 31st May, 1901.

BIRTH.

On the 1st June, at "The Cottage," Cavanagh Road, Singapore, the wife of JAMES ROYCE, of a daughter.

MARRIAGES.

On the 27th May, at the English Episcopal Church, Nagasaki, by the Rev. A. R. Fuller, HARRY VANSITTART, eldest son of Henry VANSITTART, of Harrow, England, to MARY, youngest daughter of the late George HUNTER, of Longbridge, Aberdeenshire, Scotland.

On the 28th May, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, W. BOWEN, Station Master, Teluk Anson, Perak, to Miss M. COOK, of Hawston, Leicestershire.

On the 1st June, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, CHRISTIAN SHERRIFF, late Secretary to WILFRED LOUISE EVANS, eldest daughter of George Edward EVANS, late Sheriff of Singapore.

DEATHS.

On the 10th June, at Kolo, ANDREW FERDUS WILLIAMSON, of the Chartered Bank of India, Australia and China, Hongkong, and Genoa, Scotland.

On the 31st May, at Donybrook, PENANG, MABEL KATHLEEN ALICE, the infant daughter of Mrs. J. G. BREKHUYSEN, aged 19 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th June, 1901

RECENT copies of the Kobe newspapers have brought intelligence of the energetic way in which the Japanese authorities there are taking precautions against the possible introduction of plague into the town. The serious outbreaks in this Colony and in Formosa, and they have decided that they cannot too soon be on their guard. As dead rats infected with plague have already, it would seem, been found in Tokyo, the Kobe authorities are showing wisdom in losing no time. It is instructive to note how Kobe has been acting with a view to keeping away the disease, and to compare its methods with those of Hongkong. As the local *Chronicle* remarks, in view of the difficulties found in extirpating the disease in Hongkong, Bombay, Cape Town, and in other places where it has found a hold, the success of the Japanese in stamping it out in Osaka, Kobe and Wakayama, so that the country is now quite free, is a thing of which they may well be proud. We do not overlook the difference of conditions in Kobe and Hongkong, nor do we forget the fact that plague now appears endemic here. We think, however, that a consideration of the way in which a practical people is fighting against a terrible threat is not unprofitable.

In the first place, the crusade against rats is being prosecuted with all possible vigour. The Japanese plague-experts are firmly convinced in the large share of guilt

borne by rats in the dissemination of the disease, and indeed an universal crusade against these vermin has been advocated by some of them. The reward offered for every rat, live or dead, has been increased by the Kobe authorities from two to five sen since the 9th of last month, and all rats alike are examined for plague-germ, instead of only the dead ones as before. Seven to eight hundred daily was the average number of rats being brought in at the end of May, but no pest bacillus had been discovered up to that date. From all trace of the disease, indeed, Kobe has this year been entirely free, and the precautions taken by the authorities appear so complete that it is very reasonably hoped locally that plague will not show itself, or that if an isolated case should occur it will be at once discovered and infection prevented. No less than twenty-eight doctors are engaged by the Kobe authorities. The houses of the poorer classes are being medically inspected and cleansed under police superintendence, and large numbers of persons, some 26,500 in all, had by the end of May been inoculated with anti-plague serum. The latter proceeding the *Chronicle* designates as "a method of precaution which, as even the doctors do not seem to believe that it gives immunity for longer than a year, appears somewhat superfluous until the disease actually displays itself." It is nevertheless a sign of the whole-hearted way in which the Japanese are taking up the question of plague-prevention.

Now our sanitary authorities have been carrying on a vigorous crusade against rats from an early date last year, and in this particular it cannot be urged that they have been remiss. But of course the difficulties of coping with these vermin here are greater by far than in Japan, in fact probably greater than in any port of the East, owing to the bulk of our shipping. Moreover, the plague had got a firm hold on the place before a continuous warfare against them was begun. Whatever their actual connection with plague, there is no doubt that Hongkong labours under especial disadvantages as far as infection by rats is concerned, and we do not desire to minimise the difficulties of our sanitary conditions, as our drainage system is certainly one which fosters the harbouring of vermin. Taking the second point, however, that of the medical staff engaged on the spot, it need not be said to those who have read recent articles in these columns and in those of our contemporaries that Hongkong is shamefully undermanned medically, and that as far as can be seen no special efforts are being made to meet the emergency. Then as to medical inspection and cleansing of the poorer-class dwellings, this in Hongkong has been put off until the plague was on us in full violence. For reasons apparently sentimental we refrained from cleansing our villages during the season when plague practically was non-existent. A recommendation of the Sanitary Board on the point was rejected by the Legislative Council, and it was decided that the villages should remain dirty—with what result we now know. Even if we grant the contention of the Chinese members of the Council that it is a hardship on the villagers to make them keep their houses in a decent condition, it is an absurd parsimony on the part of the Government to hesitate about the cost of line-washing their dwellings for them. Much more money is being spent now, even on these very measures alone, to make up for this penny-wise pound-foolish policy. No long ago Great Britain was generally allowed the position of the most sanitary nation in the world. A few more Colonies like Hongkong would destroy this reputation for ever. It is plain that such sanitary authorities as we are favoured with have a lot to learn from our neighbours in the Far East; but we see little indication of their beginning to learn the lesson.

Captain E. C. Boweroff, Hongkong Regiment, returns from sick leave on the 16th inst. The half-yearly test of hydrants at the Ordinances Buildings, Wellington Barracks, and Victoria Barracks, will be carried out on Friday, the 21st inst. The water that oozes out from the coolie bath-houses on the Praga East, and which is allowed to remain stagnant, is proving a fruitful breeding-place for mosquitoes. A number of Chinese boys were, on Sunday, swinging on the gate at the entrance to the Race-course, when the hinges gave way, and one of the boys was killed by the gate falling upon him. A dead rat was found a day or two ago in the room adjoining the library at the Supreme Court. The sanitary authorities were communicated with, and on Sunday the building was disinfected.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Olivers Freehold Mines, Limited, that they have received a telegram from the mines, giving the result of last month's crushing as follows:—680 tons of quartz crushed for a yield of 369 ounces retorted gold; mill run 29 days; this includes amalgamation on plates.

The British transport *Holt* left last night for Taku.

A polo match took place last night at Kowloon between the V.E.C. and a team from H.M.S. *Junius*. The former was victorious by five goals to two.

Admiral Sir E. H. Seymour was expected at Shanghai on Saturday or Sunday last from the river, and was to be the guest of the China Association at its annual dinner yesterday (Monday).

As will be seen from a notice in another column, mariners in the China Sea (Shanghai District) are warned not to mistake the significance of the white towers to be used as survey marks in connection with the survey of the south channel entrance of the Yangtze river. The *New Press* publishes a telegram from Tientsin, dated 3rd June, to the following effect:—Last night a mixed crowd of two hundred French and German soldiers in the Taku Road mobbed the regular regimental patrol of the Royal Welsh Fusiliers, who were going rounds as usual. The patrol only numbered five men, who stood their ground and bravely defended themselves for one hour against these unequal odds, and then, finding the swarm of their assailants still increasing, the patrolman fired and bayoneted, killing two French and one German.

According to the *New Press*, on the retirement of Mr. Byron Brennan, C.M.G., Mr. Polham Warren, C.M.G., will fill the position of British Consul General in Shanghai, his post at Hankow being taken by Mr. E. H. Fraser, C.M.G., at present on sick leave in Japan. Mr. Tratman will leave Chefoo to take over Mr. Fraser's duties at Chinkiang, while Mr. Brady, now home on leave, will replace Mr. Tratman at Chefoo. Mr. Hoas will relieve Mr. Fulford at Newchwang. Mr. H. Sly had been transferred from Peking to Canton, while Mr. Smith has been transferred from Tientsin to Corea.

A correspondent writes to a Northern contemporary from Peking that four thousand of the troops of Yuan Shi-kai are on their way from Shantung to Peking. They will maintain order on the withdrawal of the foreign troops. This measure is no doubt the result of fears entertained in official quarters that Boxer bandits will take advantage of the retirement of the French, German, British and other troops. The news from Peking is not reassuring. The native Roman Catholics are still slain by vindictive Boxers. Additions are being made to the 6,000 Romanists who in Bishop Pavier's vicariate have lost their lives during the crisis.

We very much regret to learn of the death at Kobe yesterday morning of Mr. A. F. Williamson, of the Chartered Bank of India, Australia and China, and we feel sure that the announcement will come as a great shock to all who knew Mr. Williamson here, including his personal friends and his numerous associates of the St. Andrew's Society and the Football Club. Mr. Williamson was only 28 years of age, and had been in the Colony two years when he was invalided to Japan, suffering from malaria fever. Bad now of his state reached the Colony a few weeks back, but no one was prepared for the sad fate which has so suddenly overtaken him.

According to a Japanese paper, the Chinese Eastern Railway Company started its shipping business with six steamers purchased from various ship-owners, and afterwards constructed two vessels at Shanghai for the company's service in the sea of Okhotsk. In England there are now six steamers in course of construction, two of which are expected to be ready for sea in the course of two or three months. These two vessels are to be employed in the company's regular service between Port Arthur and Nagasaki, while the four others will, on completion, be used for service along the coasts of Siberia. It is expected that the company will have fifteen steamers, with an aggregate registered tonnage of 19,300, by the end of this year.

The Shanghai A.D.C. gave on the 4th inst. their opening performance of *His Excellency the Governor* at the Lyceum Theatre. The piece, though rather an ambitious choice, was excellently received. The cast (in which many of our readers no doubt will be able to penetrate the pseudonymity) was as follows:—H.E. Sir Montague Martin, Mr. V. de la Mare; the Right Hon. Henry Carlton, M.P., Mr. D. Monday; Captain Charles Carrow, Mr. Bolton; Captain Rivers, Mr. Oliphant; John Baverstock, Mr. J. L. Macdonald; Major Kildare, Mr. C. de Lucy; a Clerk, Mr. Edwards; a Sentry, Mr. Byrket; Groves, Mr. St. Case; Mrs. Wentworth Bellingbrooke, Miss Muiel de Vere; Ethel Carlton, Miss Kate Leslie; Stella de Gex, Miss St. Barbe.

The feast of Corpus Christi was held with unusual pomp and solemnity this year on Sunday last at the Roman Catholic Cathedral, the Right Rev. Bishop Piazzoli officiating, assisted by all the Roman Catholic clergy in Hongkong. In the afternoon vespers were sung by the choir and the clergy, and were followed by a sermon very eloquently delivered by the Rev. Theodosius Xavier, of the Macao diocese. A grand procession then took place on the compound of the Cathedral, and was followed by a very large concourse of people, among whom we noticed the Consul-General for Portugal, the Consul for Italy, the Consul for Austria-Hungary, the Vice-Consul for Brazil, and several naval officers from the Portuguese gunboat *Zaire*. The Portuguese Amateur Band was also in attendance, and played two slow marches for the procession. The service concluded with the Benediction. A word of praise is due to the gentlemen who so efficiently carried out the arrangements for the feast, the interior of the Cathedral being tastefully decorated with a profusion of plants in pots and flowers.

The principal road in the Japanese settlement, Tientsin, has been named the "Yamaguchi Road" in honour of Baron Lieut-General Yamaguchi, commander of the Fifth Divisional Army. The Japanese general was present at the ceremony of naming the road.

The *Tai* learns that arrangements have been made by the authorities for an addition of 100 torpedo-boats to the Japanese navy by the end of the 28th fiscal year, which ends in March, 1906. Of the above number, about 20 vessels will be constructed during the present year.

The Champion Stakes on the third day of the Tientsin Spring Race Meeting, 30th May, was won by Mr. J. M. D.'s well-known *Touch-me-not*, Mr. Evelyn's *Quo Vadis* being second and Mr. J. M. D.'s *Merita* third. *Touch-me-not* also carried off the Provisional Governor's Cup, Mr. Dickinson receiving a massive silver goblet.

Recently the chapel established by the London Missionary Society outside the North Gate of Chang-sha, Hunan, was looted. The authorities caught four men and gave them a thousand blows each. Three others were castrated, and sent to the front door of the chapel as a warning to the public. The losses of goods, etc., were paid for by the district magistrate, which terminated the affair.

Mr. John Charles Tudor Vaughan, who is to take up the position of 2nd Secretary of the British Legation, Peking, should have been here in 1899. In March of that year he was transferred to Peking from Cairo—being promoted to 2nd Secretary a month later—but did not proceed to China. Instead, he was seconded for service under the Colonial Office as Secretary to the Agency at Pretoria on the 25th July, 1899, but only remained there until the 11th of October, when the interruption of international relations occurred there. He then acted as Assistant Private Secretary to Sir Alfred Milner until the 1st of September, 1900, when he was appointed Political Secretary to Field-Marshal Lord Roberts. It will thus be seen how belated is his taking up of the 2nd Secretaryship at Peking.—*N.C. Daily News*.

The French Minister at Seoul, at the end of last month, sent an official note to the Korean Government, the gist of which is said to be as follows:—A despatch from a French Missionary stationed at Samtshupo advises receipt of letters from two missionaries in Quelpart reporting that they were besieged in Samtshupo and that six converts had been killed by the mob while numbers of others had been injured. The writers added that provisions were fast giving out and that prompt relief was necessary. The French Minister requested the Korean Government to take steps to suppress the mob immediately. The Minister mentioned in his note that two French warships had been ordered to the island—the Japanese have sent the cruiser *Seyden* thither, with some police from Mokpo. Korean troops have also proceeded to the scene. There promises, therefore, to be international harmony in Quelpart.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."
9th June.
SIR,—No wonder so many Chinese have been frightened away! What else can be the result of such behaviour on the part of the emissaries of our Sanitary Board as in the following instances?

On Friday, last, a Chinaman carrying some fish was quietly walking along in the neighbourhood of the *Hongkong Telegraph* office, when he was hailed by a European dressed in white. The Chinaman did not understand what he said, and for his ignorance, "John," paid pretty dearly for the agent of the law (if he was one) gave him a nice treat with his stick. Another European looking out from a window close by and observing the occurrence shouted out for the man to stop—his tyrannical treatment of poor frightened "John." "What has that got to do with you? I am a doctor," replied the dignitary, and he made the man remove the little bit of plaster on his neck and put out his tongue, no doubt to see if he was carrying plague about. After humbugging the man to his satisfaction, he repeated the trick, and the other European again interfered. This time the reply was that he would not hold his tongue, a summons would be taken out against him. "John" was then trotted away, goodness knows where—to the Central Palace or the Kennedy Castle.

Another instance is this:—A house-cleaning party was returning to town, and when passing by the Ma Cheung Yuan firm, Bonham Street West, the "Tommy" forming the party saw a man lying down in a conch in the hall of the firm. The man was perfectly well, though he looked somewhat pale. The "Tommy" went in, unceremoniously pulling him out and subjecting him to a careful examination. Still not satisfied, they made the man strip his clothing and felt his person all over. No excuse might have been found to send the frightened fellow on a pleasure trip to Kennedy Castle, for on leaving the premises the party left instructions with the firm that the man should be kept in the place, as they meant to call again the next morning for some more fun. But on the following morning the "Tommy" failed to turn up, and the man thanked his stars that, even did they call again, he was far away and safe from further molestation.—*Yours, etc.*

DISGUSTED.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 8th June.

PLAGUE ON H.M.S. "MONARCH."
A case of plague has occurred on board the guardship *Monarch* at Simenstown.

ARRIVAL OF MRS. BOTHA IN ENGLAND.
Mrs. Botha, wife of the Boer Commandant, has arrived at Southampton, and proceeded to London. She refuses to be interviewed.

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 37 fresh cases of plague (all Chinese) and 37 deaths (36 Chinese and one other Asiatic).

Last week's figures were:—161 cases, 155 deaths—a considerable improvement on those of the two previous weeks.

POLICE COURT.

Monday, 10th June.

BEFORE MR. HALLADAY.

LOBBYING FROM THE PERSON.
A coolie pleaded not guilty to stealing from the person of one Marc Maldroff a portion of a silver Albert chain, two gold sovereigns, and two Chinese gold coins, of the total value of \$40.

Marc Maldroff, trader, living in the Colonial Hotel, said he was walking along Queen's Road at about twenty minutes to ten on Sunday night, and when he got to the verandah of the Hongkong Hotel the defendant, coming up from the opposite direction, snatched at his watch chain, to which were attached two gold coins and two Chinese gold pieces. The chain broke, and the defendant ran off with it. The complainant gave chase, and saw the thief caught at the lower bar of the Hongkong Hotel. The watch had been thrown away, and was found in the street.

The defendant had the usual excuse of his class—he was walking quietly past and was arrested by mistake.

His Worship—Yes. Six weeks hard labour.

AN AMUSING CASE.
George A. Williams, a native of British New Guinea, was charged (1) with being in unlawful possession of an offensive weapon, and (2) with using the same with intent to do grievous bodily harm. He pleaded not guilty.

The complainant, a cook in a boarding house in East Street in which the defendant resides, stepped into the witness box with his head bandaged, and gave evidence regarding the alleged assault. The weapon, an instrument loaded with lead, was produced.

The defendant stated that the complainant was quarrelling with an Arab, and resented the efforts of the defendant to restore peace. He assaulted the defendant and tore his shirt into shreds. After the defendant was arrested (a friend of the complainant brought a constable) the complainant went back to the house and brought out the weapon, which he handed to the policeman with the remark that the defendant had struck him with it.

The lunacy who made the arrest gave evidence, and was subjected to an amusing cross-examination by the defendant.

Defendant—Ax the policeman if I didn't come quietly.

Witness—Yes, he came quietly.

Defendant—Ax him, and if I had anything in my hand when he arrested me.

Witness—He had nothing in his hand.

Defendant—Ax him, when he started to tell lies about me at the police station, if I didn't say to him—"If I had knew you were going to tell lies, it would be a dozen like you to arrest me."

Witness—Yes, he said that.

The master of the boarding house, a Malay, followed with evidence against the defendant, who then addressed his Worship. He said the complainant jumped about like a monkey, and he had to strike him with his fist to keep him off. When he got to the police station the Inspector said he was a "wretched state." Defendant knew he was in a wretched state, but he "couldn't help it." He "wasn't such a fool as to go and tear his own clothes."

His Worship—The charge is proven. You will go to goal for six weeks.

BEFORE MR. KEMP.

UNLAWFULLY COLLECTING DUES IN BRITISH WATERS.

On Friday Sergeant Ashmore of the Water Police, seized off Desai Bay a salt-commissioner's junk (No. 2) on a charge of unlawfully taking possession of a Hongkong licensed junk loaded with salt.

On being charged in court, the master of the junk (a Chinese official of the fourth class) was sharply reprimanded by his Worship who fined the boatman \$10 and four of the crew \$5 each. These last were charged with assault.

BUNAWAY TRUCK.

Shortly after noon on Sunday, a coolie tried single-handed to take a loaded truck down Eastern Street, close by the Government Civil Hospital. The street is a very steep one, and the inevitable result was that the truck took charge and tumbled down the hill at a very fast pace. The coolie was thrown off his feet into the side channel, and the truck left entirely to itself. Sergeant MacHardy, No. 7 Police Station, was on patrol and witnessed the incident. He ran for the truck and caught hold of a trailing rope, to which he held on till the heavy, awkward vehicle was brought to a standstill. The last few moments of the operation he had to perform on his back.

The coolie was charged and convicted, a fine of \$16, with the option of a month, being imposed.

FAILING TO REPORT PLAGUE.

On the complaint of Dr. Clark, Medical Officer of Health, a married woman residing at 22, Graham Street was fined \$25 or one month for failing to report that her husband, a comrade out of employment, was sick with plague.

The following is a copy of a document in Winchester Cathedral.

To work done and repairing St. Joseph's. . . 1
Cleaning and ornamenting the Holy Ghost 0 8
Repairing the Virgin Mary before and . . . 4 8
Behind and making a new child . . . 4 8
Serving a nose on the David and gilding a bit on his tail . . . 5 6

Total . . . 11 4

X GARDINER, BISHOP OF WINCHESTER.

THE NEW N.Y.K. LINE FROM HONGKONG TO SEATTLE.

A VISIT TO THE "KAGA MARU."

For some time past the Nippon Yusen Kaisha have had a line of steamers running between Kobe and Seattle, and our readers will have noticed from recent advertisements that this enterprising company has decided to establish a line of steamers between Hongkong and Seattle. This is of great importance to Hongkong, inasmuch as it establishes another trans-Pacific route that cannot fail to prove of incalculable benefit to this Colony and to the American ports. The Nippon Yusen Kaisha, being the premier shipping company of Japan, has arranged the service with that thoroughness and effectiveness for which this company is so well noted. The service will be maintained by a fleet of five magnificent steamers of over 6,000 tons each, able to transport a vast amount of freight, and possessing splendid accommodation for passengers. These steamers, which will take eleven weeks on the round trip, will enable fortnightly sailings to be maintained. The first steamer to inaugurate the new line is the *Kaga Maru*, an imposing specimen of marine architecture, and a striking representation of Japan's extraordinary progress in shipbuilding, for the vessel was built and launched at Nagasaki and is now on her maiden voyage. The *Kaga Maru* was anchored in the harbour for a few days, having left yesterday afternoon; and on Sunday a representative of this paper was enabled, through the courtesy of the local manager of the company, to visit her. The ship was well worth a visit, and looked very stately when, calmly riding at anchor. Her size was best indicated by comparison with the smaller vessels in her vicinity. She was in a beautiful condition, for with the exception of a trial run from Nagasaki to Yokohama and from thence to Hongkong she had never made a trip and was quite new, everything on board being quick and span. She is commanded by that popular and able veteran Captain Eckerstrand, with Mr. H. H. Coe as chief officer, and Mr. Muller, as second officer. The chief engineer is Mr. S. Moore, with Mr. Thompson as second engineer—the junior officers and engineers being Japanese, with a Japanese crew. The crew all told numbers 123.

The *Kaga Maru* is a steel twin-screw steamer of 6,800 tons, gross tonnage, giving a registered net tonnage of 3,900. She was built by the Mitsui-Bishi Dockyard and Engine Works, Nagasaki. She has a complete cellular double bottom, two masts, one funnel, two decks, viz., upper and lower, and a poop bridge and forecastle, with a shade-deck over bridge. Her principal dimensions are:—Length between perpendiculars, 445 feet; breadth moulded, 49 feet 2 inches; depth moulded, 33 feet 6 inches; length of poop, 94 feet; length of bridge deck, about 120 feet; length of forecastle deck over stern, 55 feet; between deck height beam to beam, 8 feet. The hull and machinery were constructed in accordance with Teishinhe regulations in concert with the Japanese Shipbuilding and Navigation Encouragement Acts and under Lloyd's special survey for class 100 A 1 M.C. In all departments the requirements of Lloyd's and the Board of Trade have been fully observed. The vessel has two complete steel decks, the upper deck being sheathed with teak from fore-castle to poop. A first-class dining saloon is fitted under the bridge in the between decks, and there are rooms for thirty-two first-class passengers, which are fitted on top of the bridge deck in steel houses. The chart-room, wheel-house and captain's cabin are of teak on top of the shade-deck, with a very roomy navigating bridge carried from side to side of the ship at fore part of bridge-deck. There are seven water-tight steel bulkheads. The arrangements for coaling are perfect, whether from railway trucks overhead or from boats alongside. There are five cargo-hatchways on the upper deck, with similar hatchways between decks. The two lower masts are also stiffened to lift heavy weights, and steel derrick posts are provided at those hatchways which cannot be worked from the masts; and there are ten powerful cargo-derricks, each capable of lifting dead weights of six tons. The ventilators are numerous, and of the latest approved pattern, and there are several spacious water-tanks and one sanitary tank. The windlass is Napier's patent steam capstan, with the latest improvements, and the steam steering gear is Caldwell & Co.'s patent, and the rod, not the chain, proceeds along the bridge deck, being covered in entirely, and is carried down and below the main deck. Speaking-tubes from the bridge allow communication to any part of the ship. Hall's refrigerating machinery is provided, with a total capacity of 2,000 cubic feet, and making 8,000 ft. of ice daily. The vessel is fitted with steel bilge-keels on each side for a length of 200 ft. amidships. There are twelve spacious boats, four being steel and four being wooden life-boats, and all the customary appliances for life saving are provided. The ship is lighted throughout with electric light with Martin & Co.'s system. The engines are of the latest design and are very powerful, for on her trial trip the *Kaga Maru* made 15½ knots, and she will steam about 14 knots under ordinary pressure.

The ship is intended for freight and passenger traffic. Yesterday she took away about 2,000 tons of cargo, which is a fair beginning. She has accommodation for 36 first-class passengers, no second-class passengers being carried. The cabins are all, with the exception of two, on the upper deck, and are very spacious and extremely well fitted up. There are two berths and one sofa with spring mattresses in each cabin, also an excellent folding washstand with looking-glass, and a splendid mahogany writing-desk with capacious drawers. In addition there are sundry odds and ends contributing much to the comfort of the passenger, among these being a canvas wall receptacle for brushes, etc. The walls of the whole of the cabin, dining-saloon, smoking-

saloon and music-room are of light Japanese maple, with panels of the same wood grained by a peculiar process. We have seldom seen anything more charming in the way of panelling than this Japanese maple, and it is quite a relief to the usual orthodox white interiors of cabins and saloons. The wood has only recently been used for this purpose, and is procured from the Hokkaido portion of Japan. To correspond with the maple, all the metal fittings are electro-plated. The dining-saloon is an extremely pretty compartment, but convenience has not been sacrificed to effect. The central columns supporting the roof are also of carved maple, and here and there polished mahogany appears in relief. The saloon opens on to a staircase, which is tastefully fitted up in maple, the stairway being a combination winding one, having an entrance on each side with double handrails supported by electro-plated brackets. At the top of the staircase is a social hall, with a small library and a cottage piano, with music folios. The floors of all the cabins and saloons are covered with Brussels carpets of a pretty blue design. At the end of the spacious passenger promenade-deck is a large smoking-room, with chairs and tables and every convenience for the smoker's comfort. The indispensable bar-room is attached. The galleys are commodious and fitted with all modern appliances, and under the control of a good chef, will maintain this company's reputation for good catering. The health of the passengers is not neglected, for on the aft poop deck is a small hospital fitted with eight berths, which is under the charge of a qualified Japanese surgeon. In fact, everything tending to the comfort, enjoyment and amusement of the passenger seems to have been provided, and under the command of capable officers the intending voyager will be able to make the passage between here and north-western America with speed, safety and absolute comfort. The N.Y.K. are to be heartily congratulated on their enterprise in providing such an excellent service of such splendid ships.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 1st inst. — It is reported that three papers are likely to be started in Peking by Chinese. A rumour has it that the Heir Apparent has already reached Honan, but it is not authenticated.

The section of Peking formerly occupied by the U. S. troops has been added to the British section.

Bad characters are collecting round Tientsin waiting for the Chinese to resume control.

General Ma Yu-kuan, who was of the leaders in the attack on Tientsin last year, is waiting on the Chihli border for the foreign troops to go.

A Russian company has been formed to exploit the natural resources of Mongolia, and an investigating expedition will shortly be sent to prospect.

The portion of the Palace which was under the protection of the Americans and Japanese has been handed back to the Chinese, and it is estimated that the necessary repairs will take about two months.

It has been found that several men have been engaged in manufacturing rifles at the village of Yangchichang on the Taku River, and it was the testing of these rifles which drew upon the village the foreign detachment who believed it to be a preconcerted signal that their assistance was required for the suppression of brigands.

An arrangement was recently made by the troops stationed near Tientsin that the villagers around were to fire a rifle as a signal if they were attacked by brigands, so that the foreign troops might hasten to their assistance. The other day a shot was fired by accident and the guard turned out. The villagers thought the foreign soldiers were brigands and fired on them, and shots were exchanged on both sides with one or two casualties. The village was afterwards searched and about thirty rifles found which were confiscated, and five villagers were arrested.

A correspondent writes to our contemporary: "There has lately been a great deal of discussion as to the advisability of the Chinese city here remaining under the Provisional Government. There are people who say that Chinese Tientsin would govern the city better than the present rulers. Those who say so are mostly people who have come here after the war. Tientsin city should in my individual opinion remain under foreign Government for several years. A big city on the lines of communication between the capital and the sea would form a source of great danger if under Chinese authority, as it would become the rendezvous of evil-doers of every shade and colour. It was only the day before yesterday that an armed band of robbers broke into a foreign firm's compound in the city, tortured some of the people there, and stole 4,000 taels. Again, it was from the walls of the Tientsin city that we were bombarded, it was the very best of the Chinese who were the cause of it, and it is stated by all sensible Chinese that if the Provisional Government withdraws, affairs will soon again become tumultuous. As it is, Tientsin is now kept under strict control, and important works are being carried out which in the course of time will make it a model city if allowed to go on."

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 11th inst., a.m.

The M. M. steamer *Calcutta*, with the next French Mail, left Singapore on the 9th inst., at 5 p.m., for this port via Saigon.

The N. L. steamer *Wendy*, from Hamburg, left Singapore for this port on the 9th inst., and may be expected here on or about the 15th inst.

The O. S. S. steamer *Gladius* left Singapore on the 8th inst., p.m., and is due in Hongkong on the 18th inst., p.m.

The C. & O. steamer *Belgian King*, from San Diego, left Shimoda for Hongkong on the 8th inst., and is due here on the 18th inst.

The A. L. steamer *India* left Kobe via Moji for this port on the 8th inst.

The Imperial German Mail steamer *Hamburg* left Shanghai via Foochow on Saturday, the 8th inst., p.m., and may be expected here to-morrow, p.m.

The steamer *Hillman* from New York left Shanghai on the 9th inst. for Hongkong via Amoy.

The O. S. S. steamer *Alouette* left Singapore on the 10th inst., a.m., and is due in Hongkong on the 15th inst., a.m.

FOOCHOW.

The following items are from the *Foochow Echo* of the 1st inst. — Business in the tea market has been confined so far to boxes of Peking and Flowery Pekoe. Congous are somewhat late in arriving and masters will not be shown until next week. The *Glenaholm* is to be the first steamer to load for London, but the date of her sailing will not be fixed until the opening of the market.

The *s.s. Wineland* left Foochow on the 28th ult., bound direct for Madagascar with a batch of coolies engaged by Mr. Francis Vetch for General Gallieni, Governor General of that French Colony. The men were very pleased with all that was done for them, and not at all afraid at the prospect of so long a voyage. The *Wineland* is due at Tamatave in the beginning of July.

Last Tuesday the Viceroy and Tartar General entertained the Foreign Consuls, the Commissioner and Deputy Commissioner of Customs, at the house of the Foreign Consul, at mid day. The high Provincial authorities were present, as well as the Amoy Tactal and the U.S. Consul at Amoy.

The 30th May ("Memorial Day") was observed at this port by a ceremony under the direction of the U. S. Consul, in which all Americans in the port participated. They first visited the grave of Rev. N. J. Plumb in the American mission cemetery, he having served in the army during the civil war. The grave was covered with flowers by loving hands, the principle offering being a local American flag. From there the children carrying a large American flag, led the procession to the Foreign cemetery, where the graves of six sailors of the American navy were decorated. Services were then held in the chapel; Rev. Mr. Wilcox offered prayer. Rev. Mr. Beard delivered a very eloquent address and national hymns were sung by the company.

The Closing Exercises of the Foochow Graded School were held in the chapel of the W.F.M.S. Seminary at Tai-Mai on Friday morning at ten o'clock.

AN UP-TO-DATE NAVAL FIGHT.

Given four of the very best British battle-ships, three crack Japanese cruisers, and two destroyers, the fighting ship having an allowed speed of eighteen knots and the destroyers of twenty-four, pit these against four other non-British battle-ships, seven cruisers, three destroyers, and four submarines and there would be the makings of a very pretty fight.

This was the condition of the Red and Blue squadrons respectively, the other day when two bodies of combined British and Japanese officers met round a 12-foot square table to engage in a fight according to the rules of the "Jane" naval war-game.

The sea was therefore as smooth as a mill-pond. From opposite points of the compass the engines of destruction approached each other. At 10,000 yards they open fire, the chances of hitting having been carefully calculated for all ranges. The Red or smaller squadron has the advantage of being perfectly homogeneous, the Blue is superior in number and has the added advantage of submarines, which, however, can only move at nine knots. At 8,000 yards the Blue *Dorados* was hit twice by British shots. After that up to 4,000 yards no further hits occurred of any consequence.

There was no suspicion up to this time that there were submarines in the "field." But by-and-by Red began to be uneasy at the appearance of pine heads on the surface, and quick-fires, Maxims, and everything else that could be brought to bear blazed away with immense vigour. It turned out afterwards that one of the subs was hit three times, but Red believed that they had all been sunk. Their reappearance, however, settled that, and as soon as they went under the next time Red changed direction, getting the *Duncan* badly hit in the operation. As the vessels were now only about 5,000 yards apart a great deal of damage was done. The Blue *Edinburgh* was practically put out of action, and the *Perseus* took fire. Two of Red's torpedoes, each "going for" the submarine were sunk by gunfire. Most of the torpedoes fired by the subs, missed, but one of the boats rising near the *Duncan* succeeded in torpedoing her, whereupon the other Red battleships lost no time in putting a safe distance between themselves and their tiny assailants.

The Red cruisers had been having a good time on their own account. Making straight for their opponents they first disposed of the three destroyers, and knocked the *Henri IV* out of the fight. The *Decatur* was blown to pieces. This followed a letter-acknowledgement, without order or semblance of order. Firing was wild in the extreme, but hits were few and far between. Torpedoes, however, were deadly. The Red *Asama*, which has been doing a great deal of the damage, was caught by the opposing battleships as she circled to give the *Henri IV* one of her after tubes. She was smashed up so badly that "there was no *Asama* left."

Meanwhile the Red battleships were trying to circle round out of range of the submarines and thus attack the Blues. This, as the subs had the interior line, was found practically impossible and "long bowls" became the order of the day. By the dodge of pretending to separate, however, the Reds managed to divide the submarines, and so were enabled to get within striking distance of the Blue battleships. The disabled *Henri IV* was captured, but dread of the submarines kept the captor at a distance. A good deal of damage was likewise done to both sides, but Red was quite unable to follow up the advantage it had got owing to the presence of the hidden craft.

Considering the fact that the battle lasted for three hours, and that some ships fired no less than 50 rounds per big gun, the damage was not so great as might have been expected. Naturally the greatest interest centred in the doing of the submarines. As we have said, there were only four, and these belonged to the Blues. But nervousness under new conditions so multiplied them in the eyes of the Reds that they were quite convinced there were two or three times as many as there really were. In the same way the Blues having seen of their own were certain that the Reds were equally feigningly at all sorts of imaginary marks which they took to be coming towers.

On the side of the Red, it was claimed that lyddite shells with time-fuses dropped into the water near the submarines must inevitably have sunk them by concussion whether hit or not. The amples disallowed the claim, but it is thought that the idea contains a germ of reason, and probably there will be experiments made to test its value. The moral effect of the new boats is not to be denied, and until there has been found a satisfactory answer, the suspicion that underwater craft are about will be likely to make men more or less jumpy. A noticeable feature in the fight was the fact that there was no chance of giving aid to the crews of sinking vessels. No attempts whatever were made during the action to pick them up. It was allowed that the Blues might, after the fight was over, have been able to rescue some of theirs, but even that was doubtful. The result was reckoned to be a species of draw in Blue's favour—*Mercury*.

CHINA MUTUAL STEAM NAVIGATION CO. LIMITED.

A meeting of the shareholders of the China Mutual Steam Navigation Company, Limited, was held at the offices of the company, 2, 3 and 4, Billiter Avenue, Fenchurch Street, London, E.C. 4, on the 30th April, for the purpose of receiving an account from the liquidators of the manner in which the winding-up of the company had been conducted, and its property disposed of, and also of determining the remuneration to be paid to the liquidators. The chair was taken by Mr. David Reid, one of the liquidators.

The Secretary (Mr. D. L. Low) having read the notice convening the meeting,

The CHAIRMAN said: You are aware that this meeting has been convened to give you a statement of what has been done by Mr. Gulland and myself, who were appointed liquidators to carry out the resolutions given effect to in December last. I will just say a few words in this respect. On 4th December last those of you who were present may remember that an extraordinary general meeting of the shareholders in the China Mutual Steam Navigation Company, Limited, was held, pursuant to notice, for the purpose of considering a scheme of reconstruction, involving the disposal of the whole undertaking for a new company, bearing exactly the same designation, having a nominal capital of £200,000. The proposed scheme of reconstruction of the company was fully explained by the chairman of that meeting, and the following resolutions were approved and adopted by an overwhelming majority of the shareholders present. The resolutions were in these words:—1. "That it is desirable to reconstruct the company and accordingly the liquidators be wound up voluntarily, and that Mr. David Reid and Mr. William Andrew Gulland be and they are hereby appointed liquidators, for the purposes of such winding up." 2. "That the said liquidators be and they are hereby authorized to consent to the registration of a new company, to be named 'The China Mutual Steam Navigation Company, Limited,' with a memorandum and articles of association, which have already been prepared with the privacy and approval of the directors of this company." 3. "That the proposed scheme of reconstruction be and they are hereby authorized to execute and carry out, and that the said liquidators be and they are hereby authorized, pursuant to Section 181 of 'The Companies Act, 1862,' to enter into an agreement with such new company (when incorporated) in the terms of the said draft, and to carry the same into effect with such (if any) modifications as they think expedient." A second extraordinary general meeting was held on 21st December last, when the resolutions which I have just read were again submitted and were unanimously confirmed. As liquidators, Mr. Gulland and I have now to report that we have given effect to the desires of the shareholders, as expressed in the resolutions just read and in the subsequent contract, which was prepared and acted upon. We have received from the old company all the assets, accompanied by the liabilities, and have accounted for both to the new company, and the continuity of the business has never been in any way disturbed. From the audited balance-sheet and profit and loss account, copies of which are on the table, the shareholders will see that the net available balance of the working of the company for 1900 was £282,564, 12s. 4d. On 1st October last it will further be seen that interim dividends on the preference and ordinary shares, amounting to £9,244, 10s., were paid; and the final dividends, in terms of the reconstruction agreement, dated 28th December, 1900, amounting to £13,388, 16s., were paid on 9th March to all the preference and ordinary shareholders whose names were on the register on 28th December last. The balance of profit remaining, £29,971, 0s. 4d., was handed over to the new company, by which some accountants for the new company, in like manner, all the other assets and liabilities of the old company, I have, therefore, on behalf of Mr. Gulland and myself, to inform you that the steamers of the fleet have all been transferred to the new company, and that the liquidation is practically disposed of. There is one other matter in the notice convening the meeting, namely, the determination of the remuneration to be paid to the liquidators. I may say that the liquidation has not been of a very arduous character, and I think that as it will be a comparatively small sum, though the work has been a heavy one, and the liquidators have been very busy, and the others have done the great part of the work—you might decide to leave it to the directors to apportion what is thought to be a suitable acknowledgment of the services rendered. We don't want to ask any large or unreasonable sum at all, but if it is agreeable to the members of the company, that probably would better meet the case. The solicitor asks me to say that in any event it will be a comparatively small sum, certainly under £300.

Mr. DOUGLAS JONES: I have very great pleasure in proposing that £250 be divided amongst the liquidators and clerks of the company in such proportion as the directors may think reasonable. Mr. ROBERT ANDERSON seconded the resolution.

The CHAIRMAN said they appreciated very much the kindness and consideration shown by the members of the company, but he would suggest that a less sum would be sufficient, or it might be left in the hands of the directors. Mr. JONES then amended his resolution, so that it read "a sum not exceeding £300, be divided," &c.

This was unanimously agreed to. The CHAIRMAN: I cannot now like, having disposed of the business of the liquidation and reconstruction entrusted to Mr. Gulland and myself, to say a few words to you, as it has been my duty and pleasure in past years at our annual gathering, on the working of the company during the past twelve months. I now speak, I might say, as chairman both of the old and the new companies. I think, from the figures shown in the balance-sheet submitted by the liquidators to-day, that the shareholders will be satisfied with the results of the company's operations during the past year, which have enabled the directors to pay the full 6 per cent. preference dividend and 15 per cent. to the ordinary shareholder. The working expenses were a little heavier than in 1899, which is mainly due to the employment of several of the steamers out of the regular outward and homeward service. One important feature to note in the balance-sheet is the reduction in the amount standing at debit of "bills payable," as compared with the previous year; for it will be observed that we paid off close upon £10,000, due to the shipbuilders, and further payments in liquidation of liability on this account have since been made. I need not allude to the tragic occurrences at Peking and throughout the whole of the northern province of China, which are painfully familiar to us all, further than that to report to you, what is well known, how adversely the foreign trade with China has been affected. The terrible massacres, the wholesale and wanton destruction of property, the utter disorganization and inability to carry on business, have all combined, and effectively combined, to practically stop all trade with Shantung, Chihli, and Shing-

ting, and, further, to cause a suspension of the progress of railway construction, which, when I addressed you a year ago, seemed likely to be taken up and prosecuted with earnestness and vigour. I shall not venture on the political phase of the China difficulty, merely expressing the hope that the influence and power of the arch-obstructive, the Empress Dowager, may speedily be removed and a strong progressive rule established, which will lead to a return to peaceful trading on the principle of the "open-door" with free and uninterrupted access to the interior of China by the merchants and traders of all nationalities. Whilst these troubles have existed we have to find profitable employment for your fleet in other markets and routes, and, so far as the current year has gone, I am pleased to tell you the results are satisfactory. I need not go into details whilst there is so much in transition, but we are always on the alert, and with our powerful, large carrying capacity steamers ready to take advantage of every measure of profitable employment which presents itself. I have again the pleasure on behalf of the board, to express our appreciation of the work of our vigilant managing director and the efficient staff of officers afloat and ashore—at home and abroad; and we trust that when we meet the shareholders again the directors will be able to render a satisfactory account of their stewardship. Having no resolutions to put to the meeting to-day, I have now only to thank you for your attendance.

Mr. BRIDGES said he had great pleasure in proposing a vote of thanks to the chairman of the meeting, and also to the directors and the staff of the company for the efficient manner in which the business of the company had been carried on during the past year. He spoke as an original shareholder of the company. From the beginning he thought the company had been managed in the most efficient and satisfactory manner, and at no time perhaps more so than during the past twelve months. Mr. SLADE seconded the motion, which was unanimously carried.

The CHAIRMAN, replying on behalf of himself, the directors, and the staff, said he was exceedingly obliged to the meeting for the vote of thanks. It was a pleasure to have an original shareholder come forward and express so much satisfaction. They had all endeavoured, in their own sphere and way, to do the best they could for the company, and they believed they would be able to meet the shareholders on the next occasion with an equally satisfactory report.

The proceedings then terminated.

The following is the balance-sheet of the Company to the 31st December last—

BALANCE-SHEET
To 31st December, 1900.

	£	s.	d.
To authorized capital—			
20,000 preference shares of £10 each	200,000	0	0
20,000 ordinary shares of £10 each	200,000	0	0
Less dividend	400,000	0	0
Issued—			
16,736 preference shares fully paid up	167,360	0	0
16,736 ordinary shares, of which £5 per share have been paid up; upon 1,231 of these £5 per share have been paid in anticipation of calls	89,835	0	0
To bills payable—			
Shipbuilding account	77,844	0	0
Ship disbursements account	24,340	3	11
To reserves and equalization of dividends account	102,184	3	11
To insurance fund	25,000	0	0
To profit and loss account of uncompleted voyages	37,870	17	6
To sundry creditors	53,957	9	0
To balance of profit and loss account	82,964	12	4
Less dividend	89,835	0	0
By amount of purchase account of str.	515,408	3	7
By office furniture, and cargo charges, &c.	963	15	0
By cost of stores and coals, &c., in the East	3,250	1	11
By sundry debtors	15,941	18	8
By cash on deposit	215,900	0	0
By cash at bankers and on hand	14,360	14	1
	2,360,141	1	1
	2,360,141	1	1

PROFIT AND LOSS ACCOUNT.
To 31st December, 1900.

	£	s.	d.
To general expenses, including remuneration to directors and auditors, rent, salaries, income tax, stationery, &c.	7,903	13	8
To interest	5,233	1	3
	13,136	14	7
To balance	215,900	14	7
	229,037	14	7
By balance from last account	230,980	15	3
Dividend paid—			
March, 1900, 15,899	4	0	0
Amount placed for profit of purchase account of str.	35,000	0	0
Amount placed for reserve and equalization of dividends account	25,000	0	0
	75,899	4	0
By profit and loss	90,890	15	8
	296,991	6	11

An amusing and perfectly true story comes from Tientsin, says the *Madras Times*. The Masonic Hall was very much damaged by shells last summer, and after the bombardment was over it was occupied by Japanese troops. It appears that in the third degree in Masonry, a skill and cross-bones are employed, and these cross-bones were in a chest in the hall, with a pall. The Japanese soldiers found them, and knowing nothing of Masonic secrets or ceremony came to the conclusion that they were the ghastly evidences of a murder, which they duly reported to their Colonel, who ordered the relics to be reverently buried. This was done, and now the Freemasons of Tientsin, who have recovered and repaired their Hall, cannot find where their precious properties were deposited, and have to do the best they can with the cast-off skeleton of a boxer.

TRADE MARK.

WHISKIES.

IRISH.

DUNVILLE'S V. R. ... 1 doz. 12.00
Do "Special Reserve" ... 15.00

SCOTCH.

F. O. S. Very old liqueur ... 15.00
CLUB ... 12.00
SPECIALLY SELECTED ... 11.00
CHOICE OLD HIGHLAND ... 8.00
GLENLIVY ... 7.00
HIGHLAND NECTAR ... 16.00
D. C. L. ... 13.00
HIGHLAND CLUB ... 10.00
DEWAR'S White Label ... 18.00
Do EXTRA SPECIAL ... 14.00
Do SPECIAL ... 12.00
P. D. C. ... 13.00
TRACHER'S "Highland Cream" ... 12.00
D. G. Dump bottles ... 9.00
PEAK BLEND do ... 8.00

AMERICAN.

FINE OLD BOURBON ... 12.00
CANADIAN BLEND ... 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.
12, QUEEN'S ROAD.
Hongkong, 15th May, 1901. [316]

CARBONUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.
LUTGENS, EINSTAMANN & CO.
Hongkong, 31st August, 1897. [372]

CIGARS AND CIGARETTES.

THE undersigned beg to inform the Public that they have been appointed SOLE AGENTS in Hongkong for the celebrated "GERMAN LAGER-BEER" of Munich. Thoroughly Good Quality and Reasonable Prices. Stock on hand in Hongkong.

T. M. STEVENS & CO.
4, Duddell Street.
Hongkong, 8th June, 1901. [1446]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD. 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN.
Hongkong, 29th May, 1901. [1377]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong 3rd October, 1900. [75]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

OREGON LUMBER.
THE Undersigned, being closely connected with the best MILLERS of PORTLAND and PUGET SOUND are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [5]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Scotch and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 528 feet.
Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 204 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length ... 371 feet.
Length on Blocks ... 350 "

Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAW VAGE PLANT READY AT SHORT NOTICE.

NOTICE.
TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901. [508]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS.
No. 11, LEE YUEN STREET, EAST.
Hongkong, 26th July, 1900. [207]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., or s.s. India and Arcadia.

From Persian Gulf, ex s.s. B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m., TO-DAY.

Goods not cleared by the 12th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 6th June, 1901. [1]

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NEW ADVERTISEMENTS

FOUND.
ON THURSDAY, the 6th instant, near Murray Pier, a SMALL YORKSHIRE TERRIER.
Apply—
H. M. S. "DAPHNE."
Hongkong, 11th June, 1901. [1466]

GYMKHANA.
THE FIRST GYMKHANA MEETING of this SEASON will be held at the Race-Course, Happy Valley, on SATURDAY, the 29th JUNE, weather permitting.
Hongkong, 11th June, 1901. [1465]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 11th JUNE, 1901, at 11 A.M., at H. M. NAVAL YARD, VICTUALLING, OBSOLETE and CONDEMNED STORES, Comprising:—
OLD IRON, PAPER STUFF, RAGS, CANNAS, CLOTHING, IMPLEMENTS, &c., &c.;
Also
Several Lots of CHINA suitable for HOTELS and BOARDING HOUSES, &c.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 11th June, 1901. [1467]

NOTICE TO MARINERS.
No. 332 (SPECIAL).
CHINA SEA.
SHANGHAI DISTRICT.
KIUTOAN and FAIRY FLATS.

NOTICE IS HEREBY GIVEN that, while the survey of the section of the South Channel Entrance of the Yangtze embracing the Kiutoan and Fairy Flats is in progress, White Boats will be placed in positions where required as surveying marks, and that they must not be taken as having any other significance.
Such White Boats and the Fairy Wreck, Middle Ground Lower, Kiutoan Flats, Middle Ground Upper, and South East Knoll Boats, will also have black-and-white flags placed upon them as may be necessary.
All existing marks (excepting the Fairy Wreck Boats, already advertised to be shifted and placed in their present positions and retain their present colours until any proposed change affecting them has been duly notified.
A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 5th June, 1901. [1468]
FOR TSINGTAU DIRECT.

THE H.A.L. Steamship.
"C. FERD. LAEISZ."
Captain Fuchs, will be despatched for the above port TO-MORROW, the 12th instant, at DAYLIGHT.
For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th June, 1901. [1469]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on THURSDAY, the 13th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th June, 1901. [1461]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after 2 P.M., on the 12th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 10th June, 1901. [1464]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"C. FERD. LAEISZ."
Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th June, 1901. [1462]

NEW ADVERTISEMENTS

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 11th June, 1901. [1460]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Undersigned, No. 4, Pedder Street, Hongkong, on THURSDAY, the 27th day of JUNE, 1901, at 4.30 o'clock P.M., or as soon afterwards as the Ordinary Annual Meeting to be held on that day shall be concluded, when the following Resolutions will be proposed. Should the Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTIONS.
1.—That the Capital of the Company by reduced from the sum of £1,200,000 divided into 12,000 Shares of £100 each to the sum of £800,000 divided into 8,000 fully paid up Shares of £100 each and that such reduction be effected by cancelling 4,000 of the existing Shares which have not been issued and by cancelling capital which has been lost or is unrepresented by available assets to the extent of \$99 per Share upon each of the 5,000 fully paid up Shares which have been issued and are now outstanding.

2.—That as soon as reasonably may be after the confirmation by the Supreme Court of Hongkong of the reduction of the Company's Capital to the sum of £800,000 divided into 8,000 fully paid up Shares of £100 each to the sum of £1,200,000, the creation of 116,000 new Shares of £10 each to be paid in full on application, and that of such new Shares at least one moiety be reserved for the General Managers and the remainder be in the first instance offered to the Public and that if the Public do not take up such remainder or do take up only a portion thereof then all such shares as shall not be taken up by the Public shall be offered to the General Managers and that the General Managers by and they are hereby authorized to issue all such notices and documents, fix all such times and take all such steps as they may consider necessary to give effect to this resolution.

3.—That the definition of the words "The Company," "This Company" in Article 2 of the existing Articles of Association be cancelled and that in the lieu thereof the words "The Company" "This Company" shall, unless such a meaning is excluded by the subject or context, mean "The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited."

4.—That in paragraph 7 of Article XI of the existing Articles of Association the words "seven days' notice" be substituted for the words "fourteen days' notice."

5.—That paragraph 11 of Article XV of the existing Articles of Association and its marginal note be cancelled and that in the lieu thereof the following paragraph and marginal note be substituted, namely:—
"11.—The General Managers shall remuneration be paid or allowed to deduct by way of remuneration for conducting and transacting the business of the Company a commission of 10% on the net profits of every year, and also a sum not exceeding \$5,000 per annum to cover office expenses in carrying on the business of the Company."

6.—That when and so soon as all the before mentioned 116,000 new fully paid up Shares of \$10 each have been taken up and issued, the figures and words "500 Shares" shall be substituted for the figures and words "100 Shares" in the third paragraph of Article XVII of the existing Articles of Association and in sub-paragraph (1) of the fourth paragraph of the same Article.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 11th June, 1901. [1470]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOE SHANGHAI NAGASAKI KOBE, AND YOKOHAMA

THE Company's Steamship
"SALAZIE,"
Captain Girard, will be despatched for the above ports on or about SUNDAY NEXT, the 16th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 11th June, 1901. [1462]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that CHAN LAI TONG has on the 6th day of May, 1901, applied for the registration, in the Register of TRADE MARKS of the following TRADE MARK:—
"Dear Brand" in the name of The TUNG HING LOONG Firm who claim to be the proprietors thereof. The TRADE MARK has been used by the applicant since 1900 in respect of the following goods in class 42: Flour. A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 10th day of May, 1901.
DENNIS & BOWLEY,
Solicitors for the Applicant.
Hongkong, 11th June, 1901. [1464]

R. J. REMEDIOS.
FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAIWE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-DAY (TUESDAY),

the 11th JUNE, 1901, at 2.30 P.M., at his Sales Rooms, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE.
(Particulars can be seen from Catalogues);
And
SEVERAL ENGLISH-MADE EASY CHAIRS.

On View on Monday, the 10th JUNE.
Catalogues will be issued.
Terms:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 8th June, 1901. [1440]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY),

the 12th JUNE, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road,
SUNDY HOUSEHOLD FURNITURE.

OFFICE DESKS, WRITING TABLE, BOOKCASE, COPYING PRESS, &c., CROCKERY, GLASS and PLATED WARE, CARPET, PICTURES and ORNAMENTS.

PIANO, BICYCLE, COOKING STOVE, PERAMBULATOR, &c., &c.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 10th June, 1901. [1456]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, THE VALUABLE LEASEHOLD PROPERTY

situate on Section 4 of Island Lot No. 25 and the Remaining Portion of Section B of Island Lot No. 70 and being No. 1, Ladder Street and Nos. 1, 3, 5, 7, 9 and 11, Lower Lascar Row.

on SATURDAY, the 15th day of JUNE, 1901, at 2.30 o'clock in the afternoon in SEVEN LOTS on the Premises.

For further Particulars and Conditions of Sale, apply to
Messrs. HUGHES & HOUGH,
Auctioneers,
or to
Messrs. MOUNSEY & BRUTTON,
Solicitors for the Vendors.
Hongkong, 10th June, 1901. [1457]

TO LET.

TO LET.
POSSESSION APRIL 1st.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.
Apply to—
I. P. MADAR,
Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, 5th 15th August, 1901, FURNISHED.
Apply to—
S. J. DAVID & CO.
Hongkong, 8th June, 1901. [1451]

TO LET.

WITH IMMEDIATE POSSESSION.
NO. 9, SEYMOUR ROAD.
Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

TO LET.

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BUTCHER'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.

A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [66]

TO LET.

TWO ROOMS on the GROUND FLOOR, BELILIOS TERRACE, No. 6, with Dependencies.
Apply to—
J. ULLMANN & CO.,
74, Queen's Road Central.
Hongkong, 1st June, 1901. [1460]

BOARD and LODGING.

MRS. G. W. WATLING,
No. 1, QUEEN'S ROAD EAST.
Hongkong, 8th June, 1901. [1445]

BOARD and RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAIWE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD and RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892. [1547]

BOARD and RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELICITY, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [73]

INSURANCES

NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899
£14,409,058.

I. AUTHORIZED CAPITAL: £3,000,000 0 0
Subscribed CAPITAL: 2,750,000 0 0
PAID-UP CAPITAL: 687,500 0 0
II. FUND: 2,711,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAZARUS & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL: £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1885]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [31]

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [164]

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1823).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1835).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [73]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO. LIMITED.
Hongkong, 31st January, 1901.

CARTRIDGES! CARTRIDGES!!

JUST LANDED! A NEW STOCK of ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES.
15 " "
12 " "
10 " "
8 " "

Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1213]

DAVID COLEMAN & SON'S

MERCHANT NAVY BOILED LONG FLAX.
RELIANCE CROWN
REPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
[3190]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP: £200,000
RESERVE LIABILITY OF SHARE: £200,000
RESERVE FUND: £275,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " 6 " " 3 " "
" " " " 3 " " 2 " "

T. F. COCHRANE,
p. Manager, Hongkong.
Hongkong, 21st May, 1901. [182]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: £10,000,000
RESERVE FUND: \$10,000,000
STERLING RESERVE: 3,000,000
RESERVE LIABILITY OF PROPRIETORS: \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq.—Chairman.
Hon. J. J. BELL IRELAND, Esq.—Deputy Chairman.
A. Haupt, Esq.
D. Meyer Moses, Esq.
A. J. Raymond, Esq.
R. L. Richardson, Esq.
H. Schibart, Esq.
N. A. Siebs, Esq.
H. W. Slade, Esq.
H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 3 1/2 per cent. per annum.

T. JACKSON,
Chief Manager.
Hongkong, 4th June, 1901. [24]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL FULLY PAID-UP: £1,000,000
RESERVE FUNDS: £125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL: £1,500,000
SUBSCRIBED: £1,125,000
PAID-UP: £562,500
RESERVE FUND: £40,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits:
For 12 months, 4 per cent.
" " " " 3 1/2 " "
" " " " 3 " "

J. TEUBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor: 30, D'Agall Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Ac-
cured Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Film and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts; at moderate rates.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & CO.).
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cates a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

WING CHEONG,

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GLASSWARE.
General Exporters of
ANTISEPTIC AND CASSIA OILS,
&c., &c. Stock always on Hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGALL STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1053]

NOTICES OF FIRMS

DISSOLUTION OF PARTNERSHIP.

THE PARTNERSHIP hitherto existing be-
tween us, the undersigned, under the Firm
name of CARMICHAEL & BARLOW has
been dissolved by Mutual Consent, as from the
1st day of June, 1901.

H. F. CARMICHAEL,
S. J. BARLOW.
Hongkong, 6th June, 1901. [1433]

NOTICE

THE PARTNERSHIP in our Firm of Mr.
HENRY CRAWFORD and Mr. JOHN
MCALLUM expired on 31st March, 1901.
Mr. ALFRED HOLLAND SKELTON,
Mr. DUNCAN CLARK and Mr. FRANCIS
CUMING WILFORD were admitted as
PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO.
Hongkong, 5th June, 1901. [1422]

NOTICE

MR. AHMED JOOSAS being about to
leave for Bombay, Mr. ABDOL
RASOOL CASSAM will conduct the Business
and Sign the name of our Firm in China from
this date.

C. ABDOLLA & CO.
Hongkong, 8th June, 1901. [1454]

THE NEED

OF
MUNICIPAL FREEDOM
IN
HONGKONG.

"SCRUTATOR."

With Leading Articles and Correspondence
thereon Reprinted from the "HONGKONG

DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H.
RUTTONS'S Kowloon Store.

Hongkong, 30th May, 1901. [1383]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

1901 1901 1901

MAIL TABLES.

THE Card published at the Daily Press Office
Contains:
English Mails, homeward and outward
French " " " " " "
German " " " " " "
Canadian " " " " " "
Parcel Post " " " " " "
Calendar for 1901.

That is more information than is given on
one printed in London for which fifty cents is
charged. The price of the locally printed
correct card is 20 cents on paper, 30 cents on
cardboard. Supplied only for cash by Daily
Press Office or the Booksellers.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Pumps, Boilers, Engines,
SAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDER'S
HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [1125]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
bottles.

Call Flag W. J. W. KEW,
Manager,
30, Des Vaux Road.
Hongkong, 18th December, 1900. [1313]

AN ACKNOWLEDGMENT.

WE beg to thank Captain G. WENDING,
of the Muckee, belonging to Messrs.
MELCHERS & Co. for the kindness and gen-
erosity shown to us when we were on board the
steamer, which arrived at Hongkong on the
4th instant from Bangkok.

The following account shows that the
Captain is a very kind-hearted man indeed.—
On board the steamer there was a very poor
man, named Chan Fook, with his three
children. Chan Fook was in great distress
when the steamer arrived at Hongkong, for he
was penniless and unable to pay for the ex-
penses of the trip to return to his native
country. The Captain hearing this at once
gave him some money out of his own pocket,
and raised a subscription from the officers and
passengers to help to enable him to return
to his native country with his three children.
We beg to publish these few lines as an
acknowledgment of our deepest gratitude.

THE CHINESE PASSENGERS.
Hongkong, 7th June, 1901. [1436]

OUR PARIS LETTER.

Paris, 11th May 1901.

Boys especially will be very sorry indeed to
learn that their favourite author, M. Jules
Verne, lies on his death bed. He is 73 years of
age, is a native of Nantes, but has resided at
Amiens for years. It was when he was thirty-
three years of age that he first tried his hand at
scientific romances, of which *Dr. Ox*, *Le Tour
du Monde*, *Michel Strogoff*, &c., figure as his best
works. His editor from the first, encouraged
his new line of work, and eagerly accepted all
he produced. He was equally prolific in writing
for the stage, and dramatising his own works
for representation. He had a most happy home
with his wife in Amiens, where the couple led
a *Darby and Joan* life. "But John Anderson,
my Joe," is on the point of sleeping at
the foot of life's mountain. Odd that of
all the honours heaped on Jules Verne he
felt none comparable to the pleasure of
sitting at the Municipal Board of Amiens as
Councillor. He enjoyed that even more than
superintending the bringing out of his
plays—at a first night, from which he remained
away, alleging he was wild-duck shooting on
the bogs round Amiens. He is prostrated from
the suite of an attack of grippe; he cannot
regain his strength, nor what he feels most,
his good spirits. He was an early-to-bed and
early-to-rise man in his habits. Winter or
summer, he rose at five, made his *café au lait*,
had his hot penny loaf, then worked until
eleven o'clock, when he partook of his
déjeuner, or lunch, after which he received
visitors. In the afternoon, he went to the
Municipal Council and to his favourite con-
fectioner's shop for his daily *pâté* or meat-pie, and
to have a chat with friends, a stroll, a glance
at the papers in the club, home to dinner at
six, which was followed by a game of cards, or
chess, a little music, and to bed at nine.

Much ingenious discussion is taking place
respecting the unsatisfactory Census Returns.
But all the ingenuity and logic cannot alter
the fact that there is a decline—and a serious
one too—in the number of inhabitants, and
that all attempts made to arrest the
downward progress seem to be of no avail.
The towns attract the rural, and the rural
has no bait to secure newcomers. This
state of things—the rural exodus—is not
peculiar to France, only in her case
outside that immigration there is no recuper-
ative augmentation. It would be interesting
to know the exact number of foreigners in
France; it is on their philoprogenitiveness, and
temporary residence that she relies for any in-
crease to her population. For instance Pau
is an Anglo-American Colony, the only spot
in France where the English maintain a
hunting. The Americans congregate there, to
jean le sport. The Colony has increased by
1,500 during the last five years, while the num-
ber of French has declined. Lyons is no longer
the second city of France, though her bishop is
the first in France. Marseilles supplants Lyons,
and will be rewarded by being allotted an ad-
ditional deputy. But Marseilles is a cosmopolitan
city with a strong Italian element in its
population. Other towns will have to put on
sackcloth and ashes, for a reduction in their
representatives.

The English tax on coal will neither frighten
the French, nor diminish their laying in of
stocks of the best Welsh coal at their stations.
The tax will not be a flea-bite in the national
expenditure. It remains for England to decide
will she follow the United States, Germany,
Russia and France, in bounty-feeding.

The French are glad to witness that a be-
ginning has been made in the reopening of the
Rand mines. They have a good deal of money
sunk in them, and since the war, they have
been obliged to go without dividends. That
is all the interest they now display in Old
Kruger's visions; it is part of the bill, in their
abortive speculation—the upholding of the little
arrogant republics. England will now be the
supreme power from the Zambesi to Cape
Town, so out of evil comes good. The guerilla
tactics are rapidly fleeing out.

Perhaps the contents of the Salon or Picture
Show are this year better on an average by a
few points. The paintings most admired are
"Queen Alexandra," "The Pope," "President
Loubet," "The Colons of the Plain of Tobago,"
"Cardinal Richelieu." Criticised—Honour's
chronic Italian beauty, not very excellent, and
the "Fête-Dieu at Séville," where King David
is represented dancing before Art. Bou-
vresseau has a pretty nothing about *Ideal Love*
flying upon the water—as usual his subjects are
angelically brushed. Constant's paintings of
"Queen Alexandra," and of "His Holiness" are
accepted as being the gems of the show—each
has divided admirers.

Russia appears to have got France to help
her with a little pocket-money—a species of loan.
It was quietly negotiated, and it may be taken
for certain that it was not agreed to until the
Muscovite had accepted the plain conditions of
his aid to be given to France, either for a grip
of some new territory, a concession, or a Bank.
As the Americans now cut into the world's best
things, national gains are very difficult to ob-
tain—and more so to keep.

Now that M. Waldeck-Rousseau, the strong
man of the Republic, who has a great deal of
the Gambetta and Jules Ferry character in
him, has recovered his health, and will be able
to resume his work, there will be a few Hon-
oric flights in the Senate to carry his Associa-
tion Bill, which will cut the wings and the
claws of all enemies—Royalists, Bonapartists,
Nationalists, and all the Religious Orders
that have their headquarters in France; and
who are leagued to overthrow the Republic.
The Bill, which the Senate will vote, and so
make the law of the land, is a much needed
measure of political sanitation. There cannot
be any association henceforth in France with-
out the preliminary authorisation of the
Government. Thus the nation will know
who's who. Six months will be allowed to all
societies to legalise their situation before the
Privy Council. The Religious Bodies must

state clearly for what end they exist, must
justify how they obtain their money, and
indicate its expenditure. For the future no
more and can be thrown in the eyes of
the State. Communities will no longer be
permitted to act collectively; they must have a
personal head, visible by the public, and
responsible for his conduct like a lay director.
Agitators, be they lay or clerical, must paddle
their own canoe; when together or worked
collectively they grow fat, and waxed, but
Waldeck-Rousseau will not allow them to kick;
that is, they must work individually, which
means no resources now. Good honest men
have nothing to fear; but the Ten Command-
ments were never made for honest, good, and
unplotting people.

Madame Sarah Bernhardt will be delighted
if those few friends who possess her photo, when
years ago she got herself photographed as if
dead, lying in her coffin, will kindly return it.
She will at once give them one of another
pattern, and much more valuable.

The Panama Canal is for sale; the Colombian
Government desires to dispose of the right to
make it; a wide-awake broker could make
something even out of the ruins. There are
plenty of locomotives and machinery long since
covered over with scrub and underwood, and
that could fill a few melting pots.

Rosen will not this year celebrate the fete of
the Maid of Orleans—Jean of Arc. She was
burned in that city, and her ashes were thrown
into the river Seine. The decision has caused
consternation, and produces exchanges of angry
opinions. The Bishop is sharply blamed for
prohibiting the immemorial ceremony. But
his motive was not to come into collision with
the Government. Some days ago, at
Lourdes, Jesuit Father Conde preached a
violent sermon against non-Catholics. He had
been selected to preach the patriotic
sermon on the occasion of the Festival; it was
quite possible that disturbances would be created
—hence the back-down. But one of the violent
journals—of no importance—is wrong in con-
cluding the prohibition as a slap in the face
of the English. The latter are the greatest
admirers of Jeanne d'Arc, and the warmest
sympathisers with her cruel fate; she is ranked
by them as the embodiment of ideal patriotism,
and of a sincere devotion to religious impulses.

Strange rumours continue to circulate as to
the Sultan's mental condition; he always carries
a pair of revolvers, and a stiletto—aid, he
believes, to good Government. He shot his
medical attendant for causing him pain while
treating his ear. That courtly fashion has
spread, as a doctor in the hospital at Car-
cassonne, was shot while in the act of treating
a patient. Then the patient prescribed two
bullets for himself. In Paris, a physician took
in a lady-patient as boarder. She paid him 500
francs per month; but she "cured" the doctor
by looking him of 25,000 francs in a fortnight!

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT
OF PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 20th January, 1901. [339]

FOR SALE, at the PEAK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.

For Particulars, apply to
R. C. WILCOX,
8, Beconsfield Arcade.

Hongkong, 22nd May, 1901. [1309]

ON SALE.

THE
POLITICAL OBSTACLES
TO
MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY
PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901. [1072]

FOR SALE.

ONE 6-Inch TRANSIT THEODOLITE

Apply to—
B. BROTHERTON HARKER,
17, Queen's Road Central.
Hongkong, 5th June, 1901. [1423]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

All kinds of Oil Paintings and Photographic
Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901. [797]

POHOOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.

Have for Sale,
Indian, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—
Loaded with ... With Powder
Powder only ... and 1 oz. of Shot.
Primrose Cases ... \$5.00
Winged Cases ... 6.25
Ejector Brass Cases ... 6.50
5 per cent. discount on orders of 1,000 and over.
Apply to
W. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [89]

FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

For PARTICULARS, APPLY TO—

HOTZ, SJACOB & CO.

[313]

NOW ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

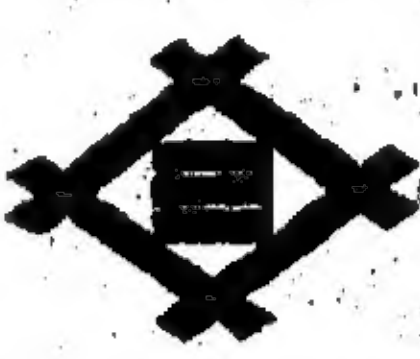
FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the place, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.



JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—4, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chiocho, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Kobe, Shimonsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino-
tsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A. 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuoka, Hokuetsu, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Sonoda, Tsukuburu, Yoshinaka, Yoshio, Yuzokibara, and other Coal Mines.

[1391]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1530]

PUT
LOG CABIN
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2633-2]

THE ONLY RELIABLE DISINFECTANTS ARE

CALVERT'S

No. 5 FLUID 15° CARBOLIC

CARBOLIC. POWDER.

The STRONGEST DISINFECTANT KNOWN. A Safe, Cheap and Effective Preparation.

Awarded 100 Gold and Silver Medals and Diplomas.

F. C. CALVERT & Co., Manchester, England.

[294-3]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DARDANUS	Brit. str.	—	R. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	To-day.
LONDON, &c. via PORTS OF CALL	PARRAMATTA	Brit. str.	—	J. S. Stevenson	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & GOW	On 25th inst.
LONDON	PAFFENHOF	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
LIVERPOOL	RAIPHEUS	Brit. str.	—	P. Magin	BUTTERFIELD & SWIRE	On 8th July.
LIVERPOOL DIRECT	HAMBURG	Ger. str.	—	T. H. Hyde, R.N.R.	MELCHERS & CO.	On 13th inst., at Noon.
HAMBURG VIA PORTS OF CALL	SOCOTRA	Brit. str.	—	G. E. P. Cook	P. & O. S. N. Co.	On or about 14th inst.
MARSEILLES & LONDON	SHINANO MARU	Jap. str.	—	H. Mowatt, R.N.R.	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, &c. via PORTS OF CALL	NATAL	Fren. str.	—	G. E. P. Cook	McGREGOR BROS. & GOW	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S. F. PORT, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE, BREMEN & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
TRIESTE, &c. via PORTS OF CALL	SAMBIA	Ger. str.	—	Ghesse	SANDER, WIELER & CO.	On 25th July.
NEW YORK VIA PORTS & SUEZ CANAL	INDIA	Brit. str.	—	Dodwell & Co., Limited	McGREGOR BROS. & GOW	On 14th inst.
NEW YORK VIA SUEZ CANAL	HILLOREN	Brit. str.	—	Jardine, Matheson & Co.	McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	INDIAN	Brit. str.	—	Jardine, Matheson & Co.	McGREGOR BROS. & GOW	On 25th inst.
NEW YORK VIA SUEZ CANAL	ADABA	Brit. str.	—	Jardine, Matheson & Co.	McGREGOR BROS. & GOW	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	L. SORREFF	Amr. ship	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	Quick dispatch.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst., at Daylight.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On 26th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	J. S. Cox	SHAW, TOMES & CO.	On 14th inst.
PORTLAND (OR)	INDRABELLI	Brit. str.	—	J. S. Cox	SHAW, TOMES & CO.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	S. J. John George	PACIFIC MAIL S. S. CO.	On 14th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Amr. str.	—	N. Tate	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	BERGIAN KING	Brit. str.	—	N. Tate	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
TSINGTAO DIRECT	ROSETTA MARU	Jap. str.	—	Fuchs	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
KOBE & YOKOHAMA	C. FERD. LAEISE	Jap. str.	—	W. Thompson	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	KAGOSHIMA MARU	Jap. str.	—	Schult	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI & JAPAN	WOOSUNG	Brit. str.	—	A. F. Street	SHAW, TOMES & CO.	To-day, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGMOON	Ger. str.	—	Ghrard	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	SALAZIE	Fren. str.	—	E. R. Dowell	MELCHERS & CO.	On or about 16th inst.
SHANGHAI	SUNDA	Brit. str.	—	P. Lunschloss	MELCHERS & CO.	Quick dispatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KIAUTSCHOU	Ger. str.	—	K. Suzuki	SHAW, TOMES & CO.	To-morrow.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	S. Atami	SHAW, TOMES & CO.	On 19th inst., at Daylight.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	—	K. Sebijima	SHAW, TOMES & CO.	On 19th inst.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	Roach	SHAW, TOMES & CO.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAYAN	Brit. str.	—	J. McGinty	JARDINE, MATHESON & CO.	To-day, at 5 P.M.
MANILA	ESMERALDA	Brit. str.	—	Weigall	SHAW, TOMES & CO.	On 14th inst., at 4 P.M.
YAP, SAIPAN, GUAM, P. & S. &c.	LOUIS J. KENNY	Amr. schr.	—	D. Costa	SHAW, TOMES & CO.	Quick dispatch.
BOMBAY, via SINGAPORE & PENANG	BORMIDA	Ital. str.	—	M. Yagi	CARLOWITZ & CO.	To-morrow, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MIRE MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at Noon.

SHIPPING.

ARRIVALS.

June 8, Piccola, German str., 875, Muller, Amoy 8th June, Ballast—E. A. TRADING CO.

June 9, BARNE RICKERS, British str., 613, Naclett, Chofoo 3rd June, General—ARMHOLD, KAHN & CO.

June 9, APENADE, German str., 611, Lorenzen, Halphong and Hoihow 8th June, General—JESSEN & CO.

June 10, FLANDRIA, German steamer, 1286, Drowes, Shanghai 7th June, General—SIEMSEN & CO.

June 10, KALGAN, British str., 1,158, J. Speed, Tongku 3rd June and Chofoo 5th, General—BUTTERFIELD & SWIRE.

June 10, HUIER HO, British str., 1,092, A. A. Crawford, Canton 9th June, General—SIEMSEN & CO.

June 10, DARDANUS, British str., 2,992, Steeves, Fochow 8th June, General—BUTTERFIELD & SWIRE.

June 10, C. FERD. LAEISE, German str., 3,709, Fuchs, Singapore 4th June, General—SIEMSEN & CO.

June 10, DIAMANTE, British str., 1,254, A. Ramsay, Manila 7th June, General—SHEWAN, TOMES & CO.

June 10, HUE, French steamer, 704, Godinau, Kwangchow-wan 9th June, Rice—A. R. MARTY.

June 10, TRYM, Norw. str., 710, Hans Dahl, Halphong and Hoihow 9th June, General—A. R. MARTY.

June 10, PERU, American str., 3,528, A. F. Pillsbury, San Francisco 11th May and Shanghai 8th June, Mails and General—P. M. S. S. CO.

June 10, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 22nd May, Penang and Singapore 4th June, General—DAVID SASSOON, SONS & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

10th June.

Huish Ho, British str., for Chinkiang.

Dardanus, British str., for Singapore.

Haitan, British str., for Swatow.

Kwangsue, British str., for Saigon.

Changsha, British str., for Sydney.

Aristea, Austrian str., for Moji.

Cassita, German str., for Moji.

Sornia, German str., for Fochow.

Zeintou, German str., for Nguasui.

DEPARTURES.

June 9, SARDIS, Amr. schr., for Manila.

June 9, GLENFALLOCH, Brit. str., for Swatow.

June 9, TAISHUN, Amr. str., for Canton.

June 9, UNIVERSE, Norw. str., for Moji.

June 10, BENLEDI, British str., for Wansuiwei.

June 10, S. KROKERS, Brit. str., for Canton.

June 10, KALGAN, British str., for Canton.

June 10, ESANO, British str., for Canton.

June 10, WISGANG, British str., for Swatow.

June 10, J. DIEDERICHSEN, German str., for Pakhoi.

June 10, APENADE, German str., 1 & Canton.

June 10, KAGA MARU, Japanese str., for Seattle.

June 10, ITOHA, British transport, for Taku.

June 10, CHANGSHA, British str., for Sydney.

VESSELS IN DOCK.

10th June.

ABBEDEEN DOCKS.—Mathew.

NEWLON DOCKS.—U.S.S. Bennington, Burnside, Meade, Union, Iris, Athenian, Juno, St. Zeno, Prometheus, Haihai, Zaire.

COLONIAL DOCK.—Colonies, Simongan, Munich, Fei Hoo.

SHIPPING REPORTS.

The British steamer Dardanus, from Fochow 8th June, had fresh to moderate N.E. winds and clear weather throughout.

The British steamer Diamante, from Manila 7th June, had moderate S.W. wind and squalls of rain to lat. 19 N.; wind veered N.W. to N.E., strong breeze, clear and fine to port.

VESSELS PASSED ANJER.

May 20, Dutch str., Prins Hendrik, Turfboer, from Amsterdam for Batavia.

May 21, Amr. bark, John W., Knight, from Fremantle for Hongkong.

May 22, Dutch str., Merapi, Udema, May 22, from Batavia for Rotterdam.

May 22, Dutch str., Anckies, William, May 22, from Batavia for Amsterdam.

May 23, British str., Polanthal, from Rotterdam for Batavia.

May 26, Dutch str., Solo, Engelsman, from Rotterdam for Batavia.

May 27, Dutch str., Lawce, Guthrie, from Rotterdam for Batavia.

May 27, German str., Elbing, from Hamburg for Batavia.

May 29, Austrian str., Elenia, Scopinich, from New York for Surabaya.

May 29, British ship, Lowhill, Jarvis, from New York for Shanghai.

May 29, French bark, Nantes, Ricardol, Dec. 4, from Cardiff for Nagasaki.

May 29, French schr., St. Michel, Gomet, Jan. 4, from Cardiff for Bangkok.

May 29, Dutch str., Koningin Wilhelmina, Dainkirk, May 29, from Batavia for Amsterdam.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports TO-DAY, the 11th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFAIK & CO., General Managers.

Hongkong, 10th June, 1901. [1400]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain Schult, will be despatched for the above port TO-DAY, the 11th June, at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 7th June, 1901. [1441]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain J. McGinty, will be despatched as above TO-DAY, the 11th inst., at 5 P.M.

This steamer has superior accommodation for Passengers, and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Manager.

Hongkong, 7th June, 1901. [1442]

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO.

Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALGIERA, ALGERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain D. Costa, will be despatched as above TO-MORROW, the 12th June, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th May, 1901. [7]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU,"

OF THE HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, due here with the outward German Mail about the 12th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 10th June, 1901. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU	MARSEILLES, LONDON, and BARROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at NOON.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd June, at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	SOCOTRA	About 14th June	Freight only.
SHANGHAI AND JAPAN	SHANGHAI	About 15th June	Freight or Passage.
SHANGHAI	SUNDA	About 21st June	Freight or Passage.
LONDON, &c.	PARRAMATTA	Noon, & 22nd June	See Special Advertisement.
LONDON	JAPAN	About 29th June	Freight or Passage.

For Further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 10th June, 1901. [1]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPO RTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th June } Freight.
NURNBERG	HAVRE & HAMBURG (Calling at Singapore)	On 25th June } Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore)	On 25th July } Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE

QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901. [1051]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAVERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAVERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the NORDDEUTSCHER LLOYD, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on Wednesday, the 12th June, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 12th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

For further Particulars, apply to

Hongkong, 30th May, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 18th
GLENGOLIE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First-class Table, Doctors and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPHEUS"	On 13th June.

(Taking Cargo at London Rates)

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 12th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA WATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sudoaki, will be despatched for the above ports on WEDNESDAY, the 12th June.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK
VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"HILGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July.
"HUDSON" 1st August
"JUPITER" 1st August
"SATSUMA" 1st August
* Calling at MANILA.
For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 24th May, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 10th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th June, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
"OREGON RAILROAD AND NAVI-
GATION COMPANY."
Operating the First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(Ore.), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

"INDRAVELLI"
will be despatched for Portland (Ore.) on
TUESDAY, the 18th June, 1901.

Through Bills of Lading issued for Pacific
Coast Ports and all Western, Canadian and
United States Ports.
For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.
Hongkong, 24th May, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-
RALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

"PAERAMATTA,"
Captain R. T. Cook, R.N., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 22nd June,
at Noon, taking passengers and cargo for
the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London, other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. KITCHIE,
Superintendent.
Hongkong, 10th June, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on TUESDAY, the 18th June, at Noon; taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct lines.

Particulars of the various routes can be had on application.
Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
on-ward at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway; to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America; by the
Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 6 P.M., same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEMOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at
1 P.M., the Company's Steamship
"NATAL," Captain Bous, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with
the "Armand Bebie," which vessel takes on her
Passengers and Mails leaving that port on the
29th instant direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 16th June.
(Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUZ CANAL.

THE Steamship

"INDRANI"
will be despatched for the above port on or
about 25th June, 1901.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 17th May, 1901.

[1273]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as
above on the 25th June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 30th May, 1901.

[1381]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUZ, PORT
SAID, FUEME and TRIESTE.

(Taking Cargo at through rates to the BRASILE,
to SOUTH AFRICA, MADRAS, RED SEA,
BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"INDIA,"
Captain Ghosio, will be despatched as above
on TUESDAY, the 18th instant, P.M., instead
of as previously advertised.
For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 8th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Anzumi, will be despatched for the
above ports on WEDNESDAY, the 19th June,
at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 6th June, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain J. John George, will be despatched for
the above ports on THURSDAY, the 27th
inst., at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1901.

FOR NEW YORK.
THE 3/3 A II American ship
"L. SCHEPP"
will load for the above port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue.
Orta.—Brando & Co.
EVIE J. RAY, American barque, Kater.—
Sander, Wieler & Co.
RANZA, British str., Amr.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

HONGKONG.
Arista, Austrian str., 2,208, Scopinich, June 8.
M. B. Kaisha
Athenian, British str., 2,444, Mowatt, April 8.
C. P. R. Co.
Bormida, Italian str., 1,490, Domenico, June 4.
Carlowitz & Co.
Burnside, Amr. str., 1,400, Laffia, April 14.
U.S. Government
Cassius, German str., 1,634, Gerlach, June 8.
Laut, Wegener & Co.
C. Ford, Laika, Ger. str., 3,799, Fuchs, June 8.
Siemssen & Co.
Clam, British steamer, 2,310, Evans, June 8.
Arnold, Karberg & Co.
Dardanus, British str., 2,982, Steeres, June 10.
Butterfield & Swire.
Daybreak, British steamer, 700, Best, June 4.
Chinese
Diamant, British str., 1,225, Ramsay, June 10.
Shewan, Tomes & Co.
Esmeralda, British str., 986, McGinty, June 7.
Shewan, Tomes & Co.
Flanidia, German str., 2,098, Drews, June 10.
Siemssen & Co.
Hallan, French steamer, 377, Marles, June 9.
A. E. Marty
Haitan, British steamer, 1,183, Roach, June 9.
Douglas Laprak & Co.
Hoibao, French str., 509, Morlees, June 8.
A. E. Marty
Eish Ho, British str., 1,082, Crawford, June 3.
Siemssen & Co.
Hue, French steamer, 704, Godina, June 10.
A. E. Marty
Kong Beng, German str., 862, Sohner, June 3.
Melchers & Co.
Kwango, British str., 1,948, Harris, June 1.
Butterfield & Swire
Lightning, British str., 2,122, Spence, June 19.
David Sassoon, Sons & Co.
Loongmoon, Ger. str., 1,245, Schindt, June 4.
Siemssen & Co.
Loongpaang, British str., 1,030, Weigall, June 9.
Jardine, Matheson & Co.
Machew, German str., 995, Wendig, June 4.
Melchers & Co.
Maizuru Maru, Japanese str., 967, Sobajima,
June 3, Mitsui Bussan Kaisha.
Michael Jensen, Ger. str., 710, Joesen, June 6.
Jensen & Co.
Munchen, German str., 4,691, Krebs, May 28.
Melchers & Co.
Nippon Maru, Jap. str., 3,437, Greens, May 31.
Tovo Kisen Kaisha
Pera, Amr. str., 3,528, Pillsbury, June 10.
P. M. S. S. Co.
Phronag, German str., 1,021, Calder, June 8.
Melchers & Co.
Piccola, German str., 875, Muller, June 9.
East Asiatic Trading Co.
Rhineus, Dutch steamer, 2,256, Day, June 7.
Butterfield & Swire
Sandakan, Ger. str., 1,374, Brandtsteiter, June 6.
Melchers & Co.
Sarnis, German str., 2,052, Paetow, May 31.
Hamburg-Amerika Linie
Simongan, Dutch str., 1,818, Sandman, April 18.
Chinese

TAIPEI, German str., 1,035, Schipper, June 9.
Mayer & Co.
Titania, German str., 1,238, Krutefeldt, May 22.
Jensen & Co.
Tyne, Norwegian str., 710, Dale, June 10.
A. R. Marty
Tainan, German str., 1,002, Sanders, May 22.
Arnold, Karberg & Co.
RAILWAY VESSELS.
Celest Barrill, British ship, 1,704, Jeffry, May 29.
Order
Erle J. Ray, Amr. barque, 533, Kater, May 24.
Sander, Wieler & Co.
Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30.
Master
M. de Villars, French bark, 1,171, Rional, May 31.
E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master
Sussex, British bark, 1,212, Guthrie, May 17.
Master
Vale of Doon, British bk., 717, Petersen, May 28.
Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alcority, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. C. G. F. M. Craddock, at
Taku
Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. D. Hunt, at Hongkong
Arcturion, cruiser, 4,800 tons, 6 guns, 5,000
h.p., Captain J. Startin, Woosung
Argonaut, battleship, 11,000 tons, 16 guns,
Capt. G. H. Cherry, R.N., at Chinkiang
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p.,
Captain C. J. Baker, at Shanghai
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p.,
at Woosung
Capt. E. H. Bayly, C.B., at Woosung
Barfleur, battleship, 10,500 tons, 14 guns, 13,000
h.p., Capt. G. J. S. Warrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,111 h.p., Capt. F. H. Henderson, C.M.G.,
at Woosung
Brantle, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. M. Leake, at Wuhu
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.
R. S. Wrey, Bart., at Hankow
Britonart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. E. A. Baird, at Weihaiwei
Centurion, flagship, 10,500 tons, 14 guns, 13,000
h.p., Capt. J. R. Jellicoe, C.B., at Taku
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. Wm. C. Pakenham, at Hongkong
Dido, cruiser, 2nd class, 5,600 tons, 11 guns,
9,000 h.p., Capt. R. E. Tildard, at Woosung
Endymion, cruiser, 7,350 tons, 12 guns, 10,000
h.p., Captain A. W. Paget, C.M.G., at
Hongkong
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.
Comdr. W. F. Blunt, at Shanghai
Fame, torpedo-boat destroyer, 300 tons, 6 guns,
5,700 h.p., in reserve, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 300 h.p.,
Lieut. Comdr. C. P. Beatty Pownall, at
Canton
Glory, battleship, 12,950 tons, Captain Frederick
B. Ingfield, at Yokohama
Goliah, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Lewis E. Wint, at Nanking
Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut. Comdr. G. C. Hardy, at
Shanghai
Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve, at Hongkong
Hermione, cruiser, 4,360 tons, 10 guns, 9,000
h.p., Capt. R. S. D. Cumming, at Hongkong
Humber, storeship, 1,640 tons, Comdr. H. J.
Davison, at Hongkong
Iris, cruiser, 2nd class, 5,530 tons, 11 guns, 9,600
h.p., Capt. Charles Windham, at Shanghai
Janus, torpedo-boat destroyer, in reserve, at
Hongkong
Kinsh, river gunboat, Lieut. Comdr. G. B.
Powell, on Yangtze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p.,
Lieut. John G. Watson, at Amoy
Ocean, battleship, Hon. A. G. Curzon Howe, at
Weihaiwei
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. J. H. T. Burke, C.B., at Woosung
Otter, torpedo-boat destroyer, Lieut. Comdr. C.
P. Mansel, at Weihaiwei
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Tongkoo
Pigmy, gunboat, 755 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. H. O. Lian, at Singapore
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p.,
Capt. H. C. Reynolds, at Weihaiwei
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p.,
Lieut. Comdr. Cowper, at Kinkiang
Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut. Comdr. Chas. F. Corbett, Kinkiang
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Godfrey G. Webster, West
River
Rosario, sloop, 930 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Carr, on W. River
Snake, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. R. W. Dalgety, at Shanghai
Swift, gun-vessel, 758 tons, 6 guns, 870 h.p., in
reserve, at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in re-
serve, at Hongkong
Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford,
at Hongkong
Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Francis Powell, C.B., at Hongkong
Torreille, 1st class cruiser, 14,200 tons, 30 guns,
Capt. Percy M. Scott, C.B., at Weihaiwei
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in
reserve, at Hongkong
Waterwitch, surveying ship, 620 tons, 450 i.h.p.,
Lieut. Comdr. W. O. Lyns, at Labuan
Wiven, coast defence ship, armoured, 2,750 tons,
4 guns, 1,000 h.p., at Hongkong
Whiting, torpedo-boat destroyer, 380 tons, 6 guns,
5,900 h.p., Lieut. and Comdr. Mackenzie,
at Weihaiwei
Woodcock, gunboat, 150 tons, 2 guns, 350 h.p.,
Lieut. Comdr. H. W. B. Watson, at
Woosung
Woodruff, gunboat, 150 tons, 2 guns, 350 h.p.,
Lieut. Comdr. H. E. Hillman, at Hankow

THE
"CEYLON OBSERVER"
PUBLISHED DAILY.

THE Oldest and Largest Paper in the
Colony, with a Circulation far ahead of
any other local print.

THE ONLY CEYLON JOURNAL that
receives regular SPECIAL TELEGRAMS
of Mail and of other important Intelligence
from Bombay, Madras, Calcutta, &c. besides
REUTERS SERVICE FROM EUROPE, &c.

Subscription, with Postage, to China and
Japan, Rupee 47 in advance.
THE WEEKLY "CEYLON OBSERVER,"
with SUPPLEMENTS containing all Tele-
graphic Intelligence.

Subscription for China, Japan, Straits, &c.
Rupees 10 per annum in advance. Received at
Hongkong Daily Press Office.

NOW READY.
THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

